

KAISER AND WAR CHIEFS IN COUNCIL



The



World.



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AIR SCOUT BOMBS U BOAT ATTACKING SHIP

Crowd Sees U. S. Aviation Expert Plunge to Death

U BOAT SUNK BY AIRPLANE GUARDING U. S.-BOUND LINER, SAY LATTER'S PASSENGERS

Bomb Dropped on Submarine
After Torpedo Missed Ship
by Only 45 Yards.

VESSEL IS SAFE IN PORT.

Thrilling Account Brought of
Routing of Submersible
by Air Scouts.

For three days after leaving a European port a big passenger steamship, bound for the United States, where she has arrived safely, was convoyed by two airplanes which alternated in their work of espionage against submarines. After a certain time on watch each would fly back to the "mother" ship for rest and fuel replenishment.

One of the big air vessels was at one time in conflict with a submarine, which had fired a torpedo that only missed the passenger ship by forty-five yards. Following the dropping of a bomb onto the submarine just after she had disappeared beneath the surface, there came an immense fountain of water filled with small pieces of wreckage, from which passengers judged that the explosion had destroyed the submarine.

Although officers and sailors on the passenger ship refused to discuss the incident, in accordance with orders of one of the Allied governments, many passengers agreed to the facts stated above.

Immediately after entering the Atlantic the passengers saw a big ship following and then observed an airplane rise from her deck and sail through the air toward and over and about the passenger ship. For hours this airplane hovered over and all around the ship.

Finally returning to the "mother" ship another plane arose and took the place of the first one. This was kept up until the escorted vessel was well into the Atlantic and fairly safe from attack. The last seen of the airplane was when the "mother" ship took one aboard and the other took a course back toward the European coast.

There were aboard the ship when she reached American shores to-day thirty French naval officers and sailors, who are to report to the American Navy for assignment on instruction work, eight drivers from the American ambulance and a French military commission of instructors, who are to report to the War Department. Among the drivers was John R. Craig, whose brother was recently killed in the same work in France. The mother of the boys was at the pier to meet her son. The ship brought over 100 passengers.

URGENT SUNDAY BASEBALL.

Red Cross and Militia of Mercy Appeal to the Governor.

ALBANY, Aug. 2.—Gov. Whitman has received from the Red Cross and Militia of Mercy a request that the question of legislation permitting professional baseball on Sunday in New York City for the benefit of war funds be submitted to the Legislature now in special session, but he has not reached a decision.

State officials who discussed the matter today declared it was unlikely that the Legislature will be asked at the special session to change the law in relation to Sunday sports. The motion picture is said, in one which is largely under the control of local officials.

(For Racing Results See Page 2.)

WIND AND RAIN, IN FIERCE GUSTS, BREAK HEAVY WAVE

Weather Forecaster Promises a
Cool Night—Thirty-One
More Deaths Reported.

WEATHER FORECAST.

A rising temperature with moderate change toward night.

TEMPERATURE.	To-day.	Yesterday.
12 Midnight	81	89
3 A. M.	79	86
6 A. M.	78	84
9 A. M.	78	86
12 Noon	79	87
3 P. M.	80	89
6 P. M.	80	93
9 P. M.	88	94
11 A. M.	90	98
12 Noon	94	—
12:30 P. M.	96	—
1 P. M.	95	92
2 P. M.	94	93
3 P. M.	86	98

A welcome thunder storm, accompanied by a galloping wind, broke loose at 2:30 o'clock this afternoon, clearing and cooling the air to a marked degree. The storm didn't last long, but the wind carried on and the thermometer worked down from 94 to 86, from which point there was assurance it would recede instead of advance.

This was considered the beginning of the break of the hot wave. While the storm was local, these atmospheric agitations usually occur in flocks, and New York was only one of several centers that felt the downpour. Forecaster Starr of the Weather Bureau told The Evening World that the night would be cooler than we have had for four days and that the mercury would probably get down to 75 degrees, if not lower. The wind should continue to come from the south, and as soon as it shifts into

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Greatest July Ever!

152,094

World Ads. Last Month,

10,596

more World Ads. than during the same month of last year. A Record.

18,320

IN SPITE OF THE WAR!

more than all the five other New York morning newspapers added together.

Leader in Advertising.
Leader in Home Circulation.

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BIG SLUMP HERE IN EXEMPTIONS AS DRAFT SPEEDS UP

In One District 14 Out of 16
Examined Pass and But
Three File Claims.

Although the figures returned by various local boards indicate that the selective draft will return only one soldier from each ten men examined, the members of the boards and Deputy Attorney General Conkling are quite certain that the indicated percentage is too heavy.

The boards which have examined the most men are in districts in which the alien population abounds and in which the naturalized or native born foreigners are, for reasons of environment, poor physical specimens. The estimate made by The Evening World yesterday that a soldier will be obtained from each batch of six registrants examined, is, in the judgment of the registration officials, pretty close to the facts.

That some sections of the city will produce a much higher percentage of eligibles than others was made plain to-day when the local board of which Bronson Winthrop is Chairman and George Gordon Battle is Secretary met in the public school at No. 121 East Fifty-first Street to examine the first 150 of 446 men summoned.

Drs. Royal Whitman, William Doran, Dexter Ashley and Arthur H. Ciley attended to the physical examinations.

They took care of sixteen men in the first two hours and accepted fourteen of them as physically fit for military duty. Only three of the fourteen announced their intention of putting in claims for exemption.

FIRST MAN ACCEPTED IS A BRITON, EAGER TO FIGHT.

Russell O. Ellis, twenty-four years old, of No. 128 East Thirty-eighth Street, a former member of the 8th Nicholas hockey team and a British subject, was the first man examined and accepted. He has also been accepted in the air service of the British Army and will go to war wherever the board decides he belongs. It is quite likely he will be allowed to go to England, however.

Howard Kenneth Greer of No. 38 East Thirty-eighth Street; Albert G. Holmes of No. 38 Madison Avenue, who has seen army service in the Philippines; Frank G. Smith of No. 46 West Thirtieth Street; Duncan McT. Fuller of No. 52 Lexington Avenue, and Mike Daraski, an Italian, were successively examined and passed. All announced their intention of joining the army.

Then Frederick Carlin of No. 22 East Forty-seventh, after passing, said he would claim exemption on the ground that he has a dependent mother, and Eugene Van Holthausen, describing himself as a scenario writer, of No. 201 Madison Avenue said he would appeal from the decision of the doctors that he is physically fit. He claims that his health is very bad.

A good start was made by Board No. 131, sitting in the Public School at Fifty-seventh Street and Third Avenue, Charles Riley, of No. 1456 First Avenue; Otto Klamann, of No. 414 East Sixty-fifth Street, and Harry Wallace, of No. 332 East Fifty-eighth Street, the first three examined, passed the physical tests and loudly announced that they were glad of a chance to fight for their country.

Then came fourteen in a row who said they would claim exemption. Out of twenty-eight examined up to noon seventeen passed the physical

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CAPT. R. L. TAYLOR KILLED AS PLANE FALLS 1,000 FEET; HIS PUPIL IS BADLY HURT

Sergeant Pell, on Eve of Promotion, Probably Injured Internally.

Capt. Ralph L. Taylor, instructor at the Government aviation field at Mineola, L. I., was instantly killed to-day and Sergt. Thomas E. Pell, supposedly of New York City, seriously injured when something went wrong with the mechanism of his machine and it plunged 1,000 feet to the ground. The accident was witnessed by scores of officers and students.

Capt. Taylor, who was married six weeks ago in Stamford, Conn., to Miss Gladys Mortimer, was one of the Government's star flyers. He had progressed to the point where he was about to receive a commission as first lieutenant. The next step up in a regular army machine of the "172" type and had been flying an hour when the accident happened.

Yellow officers and students on the field and flying about saw that something was wrong with the machine, but figured Taylor, who was at the wheel, would be able to right it. Suddenly, as they watched, the machine shot down like a much lead, the men being buried under the wreckage. Capt. Taylor was dead when dragged out and fell was cut about the head, face and body. Doctors fear he sustained internal injuries. He was taken to Nassau Hospital.

Officials of the Aero Club of America said that Capt. Taylor's intense patriotism prompted him to take up flying. Previous to entering the field of aviation he was one of the most enthusiastic members of the Connecticut National Guard.

He was one of thirty-two aviators trained at the Newport News flying grounds at the expense of the National Aeroplane Fund, receiving his license from the Aero Club in June, 1916.

A month before that he was the companion of Victor Carlstrom in the then record-breaking long distance flight from Newport News to this city. Carlstrom was killed in an aeroplane accident at Newport News three months ago. Pell is not known at the Aero Club.

G. E. MARCUS, N. Y. JEWELER, IS DROWNED IN MAINE

Companion on Vacation Nearly
Loses His Life Trying to
Save Him.

Word was received in this city yesterday of the death by drowning at Moosehead Lake, Me., of George E. Marcus, of the firm of Marcus & Company, of No. 54 Fifth Avenue, a famous New York jewelry house. The body of Mr. Marcus was recovered and is on its way to this city.

Mr. Marcus went to Maine recently for a brief vacation. With him, according to the message received at the Marcus establishment to-day, was his friend, R. C. Welch of New York, who was nearly drowned in an effort to rescue Mr. Marcus.

Mr. Marcus leaves a widow, who was Miss Anna R. Hand, and two sons, Herman and Peter. He was a member of the New York and Knollwood Clubs.

SIX Men's & Young Men's Suits, \$5.95

The "FIVE" Clothing Store, 100 Broadway, corner Barclay St. (Opp. West work Building), will sell to-day & Friday 1,000 Men's & Young Men's Suits, Plain or Fancy, in blue, black, plaid, brown, gray and fancy mixed, also evening suits, green, olive, etc., a large variety of 2-piece Outing Suits, in light & dark colors, all sizes. Our special price for to-day & Friday, \$5.95 & \$5.95. Hub Clothing, 115 W. cor. Barclay St. —Advt.

U. S. AVIATION CHIEF WHO LOST HIS LIFE AT MINEOLA TO-DAY



CAPT. RALPH TAYLOR

U. S. AVIATORS AID ALLIES IN BATTLE; ONE RAIDS BRUGES

J. A. Drexel Drops Ton of Explosives on the German War Base.

PARIS, Aug. 2.—Complete Allied mastery of the air has been achieved on that section of the front where the Lafayette Escadrille of American air-fighters is located. Despatches from the squadron's headquarters to-day declared on Monday the star flyer of the Lafayette Corps, including Capt. Thénault, Lieut. Thaw, Lieut. Lufbery and Sergts. Rockwell, Parsons and Willis, had flown a distance of twenty miles behind the German lines without ever sighting an enemy plane.

Most of their reconnaissance was over German aviation fields, but the enemy declined to fight.

Acting as a gunner in a British air plane, Sergt. J. A. Drexel dropped a ton of explosives over the German depot at Bruges. He returned safely despite fierce cannonading and a sky illuminated with German searchlights, rockets and flares.

On the first day of the battle in Flanders the British airmen flew 3,004 hours in all and fired 11,238 rounds of ammunition.

Recent despatches indicated Drexel had been temporarily detached from the Lafayette Escadrille for special service. The above indicates his new detail is with the British flying corps.

Drexel is a resident of Philadelphia and learned to fly under Lieut. H. H. H. in 1909, being for a long time holder of duration and altitude records. He is twenty-five years old.

BIG ROUMANIAN VICTORY REPORTED TO WASHINGTON

Twelve-Mile Breach on 30-Mile Front Claimed—4,000 Men, 70 Cannon Taken.

WASHINGTON, Aug. 2.—Roumanian troops have made a twelve-mile breach along the thirty-mile German front in Roumania, according to cables received to-day at the Russian Embassy.

The Roumanians captured seventy machine guns, 160 machine guns and 4,000 German prisoners after three days hard fighting.

"The Germans are in complete disorder and are retreating in panic," the cables state.

BRITISH STRIKE OUT AGAIN, REGAIN GROUND IN FLANDERS AS KAISER PLANS NEW BLOW

Bad Weather Still Hampers Movement of Troops, but British and French Hold Lines — Germans Fail at Rheims and on Meuse.

President Orders All "Slackers" Put Into National Army.

WASHINGTON, Aug. 2.—President Wilson to-day ordered that all "slackers" who fail to appear for draft examination be reported to the Department of Justice and certified into the national army by the Adjutant General of the State. Should these men fail to report to the Adjutant General within five days after notification of their certification into the army they will be reported to the Adjutant General of the army for his action.

WILSON FORBIDS EXPORT OF ANY IRON AND STEEL

Only That Needed by Allies for "Actual War Purposes" Will Be Permitted to Go Out.

WASHINGTON, Aug. 2.—President Wilson to-day forbade export of any iron and steel plate, pig iron, iron and steel scrap and steel billets from this country, except such as the Allied need for actual war purposes.

The President's order, sent to the Commerce Department and Export License Board, added that application for licenses for iron and steel plates and structural shapes must be in before August 10, that such articles shall be completely made up and manufactured before then, and that such licenses shall be valid only in case such shipments are covered by ocean or railroad bill of lading dated on or before August 15 of this year.

The President's order defined the meaning of the general term "explosives" as used in the original embargo proclamation of July 9 and include: Ether, alcohol, sulphur, sulphuric acid and its salts, acetone, nitric acid and its salts, derivatives of benzol, phenol and its derivatives of toluol, mercury and its salts, ammonia and its salts, glycerine, petroleum and its salts, and cyanide.

3,600 BURGLARIES HERE IN LAST SEVEN MONTHS

And Only 10 Per Cent. Are "Cleared," Says Report to Grand Jury.

Judge McInerney in General Sessions today commented the regular July grand jury which has just concluded its labors and criticized the Police Department for the large number of burglaries that have been committed since the first of the year. The Grand Jury investigated 3,600 cases, returned 150 indictments and dismissed 335 cases.

"The public should know of this record," said Judge McInerney. "I am glad to see that you were all along along the line that has brought so much complaint from the merchants of the city. The Police Department reports show that since the first of January there have been 3,600 burglaries committed, less than ten per cent of which have been cleared up or the thieves apprehended. This is a condition that does not merit commendation."

AMSTERDAM, Aug. 2.—Emperor William has called a war council of the high military and naval leaders in Germany to meet at Brussels, Belgium.

Field Marshal von Hindenburg, Chief of the Imperial General Staff; Gen. von Ludendorff, the Quartermaster General; the German Crown Prince, Commander of the German forces in the Champagne; Crown Prince Rupprecht of Bavaria in command on the Belgian front; Grand Duke Albrecht of Wurttemberg and Vice Admiral Eduard von Capelle, Minister of the Imperial Navy, and others will be present.

German despatches recently have hinted at considerable dissatisfaction with lack of progress in the Crown Prince's drive against the French along the Chemin des Dames.

LONDON, Aug. 2.—Although the weather continues atrocious—a fact reported in despatches from both the British and French headquarters in Flanders—Gen. Sir Douglas Haig to-day launched a counter attack against the German positions and completely re-established his former line in the neighborhood of the Roulers-Ypres Railway. Some of this territory had been recaptured by the Germans on Tuesday.

Paris reports did not mention any movement on the Flanders front, but stated that the Germans last night made two attacks near Rheims, both of which failed. There were intense artillery duels in the Meuse River sector, but the Germans were unable to make headway.

All despatches indicate that notwithstanding the heavy handicap which the weather has imposed upon them, the Entente forces have made good their most important gains and apparently are only awaiting clearing conditions to blast their way further into the Teutonic front.

The boasts of successful resistance to the Entente thrust that have come from the Berlin War Office were based, as usual on the unwarranted assumption that an attempt had been made to break through and upon the fact that at one or two points the German reaction resulted in some of the far advanced forces of the Allies being pushed back. Most of these gains, according to the British report, were overcome to-day.

The text of the British official statement reads: "A heavy, incessant rain has fallen throughout the past forty-eight hours."

"In the neighborhood of the Ypres-Boulogne Railway, where the enemy yesterday afternoon had succeeded at great cost in gaining a foothold in our advanced positions, our counter-attack launched late in the evening drove back the German infantry at all points and completely re-established our former lines. On the remainder of the Ypres battlefield there was no change."

"On the right of the British line southeast of Harecourt our troops successfully raised the enemy's position and secured prisoners."

Crown Prince Rupprecht of Bavaria has brought up great masses of